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COUNTRY Eastern Germany REPORT NO. 00240007-4 25X1

TOPIC Brand Airfield

EVALUATION [redacted] PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT [redacted] 25X1

DATE OBTAINED [redacted] PREPARED 5 November 1952

REFERENCES [redacted] 25X1

PAGES 5 ENCLOSURES (NO. & TYPE)

REMARKS

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[redacted] 25X1

25X1

- [redacted] 1. The following supply shipments arrived at Brand airfield between 25 and 30 August 1952:

<u>Date in August</u>	<u>Shipments</u>	<u>From</u>	<u>To</u>
25	1 car with military goods	Velvet/Lack	<u>[redacted]</u> 25X1
	3 flatcars with sideracks loaded with logs	Netzebrand	Red Army
	4 flatcars with sideracks loaded with logs	Netzebrand	<u>[redacted]</u> 25X1
30	2 flatcars with sideracks loaded with 2 fuel containers	A German firm in Halle/Saale	Unit Zolotov
	2 flatcars with sideracks loaded with 2 fuel containers	A German firm in Fernburg	Unit Zolotov

(1)

- [redacted] 2. The following observations were made at the field between 25 August and 20 September:

25 August. Between 8 p.m. and 2 a.m., there was air activity at the field.

26 August. After 8 p.m., nine planes took off within 7 minutes. The formation was again observed over the field about 9:30 p.m. and subsequently, landed the planes at the left wing landing first. The landing of the formation took 6 to 7 minutes. Throughout the day, four Mi-28 planes [redacted] were parked on the hardstand. 25X1

27 August. There was intensive air activity. One plane towing an air glider was also observed aloft. At 5 p.m., a Li-2 plane [redacted] took off. 25X1
A UIL-28 [redacted] landed at the field.

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25X1

- 2 -

25X1 29 August. In addition to the previously reported air activity, a Li-2 plane [redacted] was observed taking off at 11:30 a.m.

30 August and 1 September. There was no air activity.

2 September. Night flying started at 8 p.m. No take-offs were observed between 10 p.m. and midnight. After midnight, the planes returned to the field.

4 September. At 8 p.m., individual take-offs were made. The landings of the planes were not observed. The sky was very cloudy, and it was drizzling.

5 September. There was night flying after 8 p.m. while it was slightly raining. The aircraft took off in rapid succession. Individual take-offs and landings were continuously made up to 11 p.m.

6 September. About 10 a.m., a single-engine plane took off. No more air activity was observed although the weather was partly sunny.

8 September. Individual take-offs were observed after 3 p.m. Air activity was apparently discontinued about midnight.

9 September. Between 7 a.m. and 7:45 p.m., individual take-offs and landings were observed. Flying was discontinued during lunch time.

10 September. After about 7 a.m., individual take-offs and landings were made. One IL-28 [redacted] and two MiL-28s [redacted] were observed. Fourteen IL-28s and two MiL-28s were parked on the hardstand. 25X1

25X1 11 September. At 4 p.m., a single-engine plane took off. [redacted] 25X1
[redacted] it was a courier plane. 25X1

25X1 12 September. Between 7:05 and 7:10 a.m., nine IL-28s took off. Their landings were not observed. Individual take-offs were made up to 2 p.m., two MiL-28s [redacted] and one IL-28 [redacted] were observed. 25X1
on the hardstand.

13 September. There was no air activity at the field.

15 September. There was no flying throughout daylight. Between 7 p.m. and about 9 p.m., individual take-offs were made. The weather was cloudy with intermittent rain showers.

25X1 16 September. [redacted] early morning that, at about 9 p.m. on the preceding day, an IL-28 jet bomber had crashed. [redacted] 25X1
the plane tried to make a forced landing in the high forest which had many clearings. A wing and an engine were torn off. The crashed plane lay in Jager (forest-subarea) 44. The site of the accident was cordoned off. A member of the crew was injured and was taken to the Inubben hospital. 25X1

[redacted] There was no air activity throughout the day on 16 September.

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- 3 -

25X1

17 September. Between 7 a.m. and 7 p.m., individual take-offs were made by jet bombers. It was raining. Eighteen IL-28s were parked on the hardstand.

18 September. There was no air activity throughout the day. At 7 p.m. two or three take-offs were observed. Subsequently, no other flights were made. The weather was very cool, and it was raining. Eighteen IL-28s were still parked on the hardstand.

19 September. Between 7:30 a.m. and 1:30 p.m., some take-offs and landings were made at the field.

20 September. There was no air activity. Maintenance work was in progress on 16 IL-28s and 2 IIL-28s which were parked on the hardstand.

3.

4. The housing project referred to as Staedtchen was ready for acceptance by the Werder air force construction staff after 5 September. The AA soldiers of the cantonment moved into the Staedtchen after 16 September. The AA gun emplacement at the western end of the southern taxiway was not occupied prior to 6 September. On 20 September, four 85-mm AA guns were being emplaced just southeast of the Staedtchen. The remaining four AA guns, which, after 8 September, were parked next to the old AA gun emplacement at the western end of the southern taxiway, were not observed. (2)
5. Incoming fuel shipments included 2 tank cars on 9 September and 1 tank car on 10 September. Seven empty tank cars left the field at 4 p.m. on 12 September.
6. The pipeline from the fuel dump to the hardstands had no return pipe as previously reported, but a second line extended from the fuel dump to the spur track where several filler necks were available. (3)
7. Buildings which were turned over to the Russians between 8 and 20 September included the housing project, 3 officers' buildings in the cantonment, 1 temporary office building in the cantonment and 3 AA billets in the cantonment.
8. The final construction plan for the shrapnelproof aircraft revetment was distributed. The Dresden and Brandenburg Baununion firms will build shrapnelproof aircraft revetments according to this plan, while an alteration is scheduled for Brand airfield. The revetments will be reinforced by iron rods, 12 and 6 mm in diameter, and twisted wire 20 to 25 mm in diameter. As sufficient funds were still available Colonel Terechenko (fnu) of the Werder air force construction staff ordered the manufacture of parts for 62 shrapnelproof aircraft revetments which were to be erected at other airfields. For this purpose, the Brand construction staff erected a workshop in Brand where the constructional parts were to be manufactured upon completion of the aircraft revetments at Brand airfield. (4)
9. The list containing the names and professions of the employees of the Brand construction staff, which has been in the hands of the Russians since late 1951, was returned to the Brand construction staff by Major Mironenko. The Russians also ordered that the date of birth and the exact address including the street had to be entered on the list, which was written in Cyrillic lettering. (5)
10. On 29 August, AA guns were being loaded at Brand railroad station.

25X1

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- 4 -

25X1

Motor vehicles which were made available by the Russians for concreting work on the road to the ammunition dump [redacted]

[redacted] belonged to an AAA unit. Truck [redacted] was also observed at the field.

11. The following observations were made at the field between 1 and 12 September:

1 September. At 8 p.m., two twin-engine planes took off. No other air activity was observed at the field.

2 September. At 7 a.m., the engines of 15 jet bombers were started. The weather was dull. The sky was almost overcast, the cloud base being very low. An IL-28 [redacted] took off at 7:25 a.m. and landed at 7:50 a.m. At 7:45 a.m., a twin engine plane took off and broke out a sleeve target apparently from the left side of its fuselage at an altitude of about 400 meters. Subsequently, two IL-28s took off. After 25 to 30 minutes, the twin-engine plane returned and dropped the air sleeve over the field. The sleeve target was completely torn by bullets. Immediately afterward, the plane broke out another new air sleeve and departed. The two jet bombers landed at 8:45 a.m. About 5 minutes later, the twin-engine plane landed after dropping the air sleeve which was not torn this time. The twin-engine plane again took off at 3 p.m. and subsequently broke out an air sleeve. After a short time, two IL-28 jet bombers took off and flew aft of the twin-engine plane. The two jet bombers landed at 3:50 p.m., and the twin-engine plane landed at 4 p.m.

3 September. There was ground haze. The sky was almost overcast, and the cloud base was very low. Flying started at 7 a.m. by a UIL-28 jet bomber [redacted] which landed at 7:30 a.m. Two IL-28s [redacted]

[redacted] took off at 7:25 a.m. and landed at 7:55 a.m. Short before the landing, the two planes fired a white ground signal when flying over the field. At 8:15 a.m., a twin-engine plane again took off and broke out an air sleeve. The plane flew figure 8s over the field at an altitude of about 250 meters. The sleeve target was fired at by machine guns which were located about 150 meters south of the hardstands. About 40 men stood around the machine guns, the number of which could not be identified. The air sleeve was not shot to pieces. During the day, 68 take-offs and landings were made by jet bombers. Some of the planes practiced formation flying in squadron wedge formation.

4 September. At 6 a.m., a twin-engine plane towing an air sleeve took off. Machine guns on the ground fired at the sleeve target which was shot to pieces. The same plane repeatedly took off and landed at the field. (C) No air activity by jet bombers was observed throughout the day.

10 September. A UIL-28 jet bomber [redacted] took off at 7 a.m. and landed at 7:20 a.m.; an IL-28 [redacted] took off and broke out an air sleeve. A short time afterward, an IL-28 [redacted] took off, joined the towing jet bomber and flew at the side of the air sleeve. The two planes flew out of sight. At 2 a.m., an IL-28 [redacted] and a UIL-28 [redacted] took off at an interval of about 500 meters; the plane [redacted] broke out an air sleeve, which tore off over Krausnick. The air sleeve was brought in by school children and picked up later by a Soviet truck. The two planes landed immediately afterward. Take-offs were made by a UIL-28 [redacted] and two IL-28s [redacted]. The planes landed at 3 p.m.

11 September. There was no air activity. Seventeen jet bombers without auxiliary fuel tanks were parked on the dispersal area in groups of 6, 2 and 2 planes from east to west. The distance between the individual groups was about 25 meters.

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- 5 -

25X1

12 September. It was raining, and the sky was almost overcast. At 6:15 a.m., an IL-28 [] took off and broke out a sleeve target at a distance of about 400 meters, an IL-28 [] took off. The two planes circled over the field three times and landed at 7:20 a.m., after plane [] had dropped the air sleeve. During the flight, [] that plane [] had a cannon which projected beyond the edge of the nose compartment by about 1.5 meters. At 8 a.m., a UH-28 plane [] and an IL-28 [] took off at a distance of 400 meters. The two planes landed after a short time. Until about 3 p.m. when flying was discontinued, 13 jet bombers took off and landed at the field. The planes made individual flights of about 50 minutes. At 6 p.m., 17 jet bombers were parked at the dispersal area. [] two twin-engine planes and one biplane were allegedly parked about 250 meters southwest of the hardstands.

12. On 3 September, when the UH-28 jet bomber [] approached for landing [] a white lamp fitted at the strut of the extended landing gear in the direction of flight. Truck [] and sedan [] entered and left the field. (7)

[] Comments.

- (1) [] belongs to the BAP of the bomber regiment stationed in Brand. [] recently observed with AA units stationed at airfields. Soldatov (fnu) is probably the name of the commanding officer of the air unit.
- (2) The Staedtchen is a camp in Jagen 54 which was to serve as a billeting area for the AA unit. Vor location of Staedtchen, [] The pin-point locations of the AA gun emplacements are not known because they are frequently changed.
- (3) The pipeline was previously reported. [] The present report indicates that there is an additional line which extends from the spur track to the fuel dump. This additional pipeline is probably used for emptying the tank cars and refilling the fuel containers.
- (4) After the test of a shrapnelproof aircraft revetment on 27 August 1952, it appears that the method of construction is finally determined after a last change. [] On 15 August, Colonel Terechenko had a conference concerning the manufacture of plates for shrapnelproof aircraft revetments. A total of 400,000 to 500,000 plates for shrapnelproof aircraft revetments in Brand and at other airfields are to be manufactured in a workshop. [] The number of revetments scheduled to be built includes 52 at Brand airfield, 32 at Verneuchen airfield and 32 at Wetzow airfield. The reported number of 62 revetments for other airfields is believed to be correct.

- (5) []
- (6) Machine guns for an increased ground defense were also observed at Verneuchen airfield.
- (7) During the period of observation, Brand airfield was occupied by about 10 IL-28s and 2 UH-28s. Training was still practiced during day and night. The aircraft also made simulated attacks at towed air sleeves. The officers who were present at the field on 16 September, the day of the accident, belong to the inspection commission. The information that the unidentified major general is the chief of the air fleet is believed possible. []

September, [] the IL-28s left the field after 22 September. [] Verneuchen airfield was occupied by 64 IL-28s on 23 September. [] Among the 64 planes there were 13 [] from Brand airfield. Therefore, it is believed that the bomber regiment from Brand was transferred to Verneuchen. Further observations are required to determine the future location of the regiment.

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